

The China Mail.

Established February, 1845.

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號二十月十一年一十八百八十一英

HONGKONG, WEDNESDAY, OCTOBER 12, 1881.

日十二月八年己辛

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

Notices of Firms.

NOTICE.

M. F. D. BUSH is hereby authorized to sign our firm for Procurement.

RUSSELL & Co.

China, September 22, 1881. no22

NOTICE.

I HAVE This Day ESTABLISHED myself as MERCHANT and GENERAL COMMISSION AGENT, under the style of HERBERT DENT & Co.

HERBERT F. DENT.

Canton, September 1, 1881. dc1

NOTICE.

THE Undersigned have been appointed SOLE AGENTS for the Sale of their GOODS by Messrs KYNOCH & Co., of Witton, near BIRMINGHAM.

MEYER & Co.

Hongkong, August 13, 1881. 13au82

NOTICE.

THE Undersigned have been appointed OUTFITTING DEPARTMENT.

NEW MATERIALS for the COMING SEASON.

TAILORING, SHIRTMAKING, AND CRICKETING & BOATING SHIRTS.

Now HOSIERY, SCARVES, TILES, &c.

NEWS AGENCY—Price List of Papers and Magazines for next year sent on application

SEEDS—SUTTON'S and AMERICAN VEGETABLE and FLOWER and LAWN GRASS SEEDS.

LISTS NOW READY.

A STOCK of LOWMOOR & STAFFORDSHIRE BOILER-PLATES, ANGLES and RIVETS, always on hand.

Hongkong, October 4, 1881. no4

For Sale.

FOR SALE.

GOD CLEAR COKE, \$11 per Ton.

COAL TAR.

CHOY ACEH.

No. 217, Praya, West Point.

Hongkong, September 30, 1881. 13au80

EX LATE ARRIVALS.

LADIES' DRESSES, complete but unmade.

LADIES' COSTUMES, ready-made.

VARIOUS KINDS of MATERIALS for LADIES' DRESSES.

AN ASSORTMENT of FLOWERS for LADIES' BONNETS and HATS.

BLACK and BROWN VELVETEENS.

SCARFS, &c., &c.

N. M. KHAMISA,

Peel Street.

Hongkong, October 6, 1881.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE.

Quarts. \$16 per 1 doz. Cases.

Pints. \$17 per 2 doz.

GIBB, LIVINGSTON & Co.

Hongkong, February 2, 1880.

FOR SALE.

A BOUT 2,000 lbs. MILLER & RICHARD'S Extra-hard Metal BOURGEOIS TYPE, No. 19, (somewhat worn but in fairly good condition).

Apply to

OFFICE OF THIS PAPER.

Hongkong, July 22, 1881.

Intimations.

JANE, CRAWFORD & Co.

HAVE RECEIVED THE FOLLOWING NEW GOODS—FRESH HOUSEHOLD STORES and GROCERIES from CHROSE & BLACKWELL, and J. MAIS & Sons. HUNTER & PALMER'S BISCUITS and AMERICAN CRACKNELL'S. FRENCH JAM and LIGNY BUTTER; AMERICAN CORNSTARCH and CORNMEAL; TINNED FRUITS, FISH, HONEY, &c.

WINEs, SPIRITS, &c. CLARETS—MEDOC (our own Bottling, \$3.50 per dozen), ST. EMILION, HAUT TAUCHE &c. SACCOMI's SHERRIES.

CHAMPAGNE—KÖNSTAMM, RÖNTHA.

PORTS—HUNT, and OUR OWN "R."

LIQUEURS—CHARTREUSE, MARASCHINO, NOUVEAU, and CURACAO.

WHISKIES—BULLOCH, LADY, KINAHAN'S L.L., CASTLE GRAND, and S.B.H. BRANDIES—COURVOISIER, EXSHAW'S, HENNESSY, & * * * BASS' ALE and GUINNESS' STOUT.

TAILORING, SHIRTMAKING, and CRICKETING & BOATING SHIRTS.

Now HOSIERY, SCARVES, TILES, &c.

Now NOVELS and PRESENTATION BOOKS.

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LISTS NOW READY.

A STOCK of LOWMOOR & STAFFORDSHIRE BOILER-PLATES, ANGLES and RIVETS, always on hand.

Hongkong, October 4, 1881. no4

For Sale.

For Sale.

MacEWEN, FEICKEL & Co.
HAVE RECEIVED FOR SALE,
Es French Mail Steamer.

Fine ISIGNY BUTTER.
NOUILL PRATT'S VERMOUTH.

Ez S. S. "Gleucce."
WEBLEY & SON'S
BREECH-LOADING GUNS—
CENTRAL FIRE.

Ez S. S. "Ulysses."
Fine New Season's CUMSHAW TEA, in
5 and 10 catty boxes.
BREAKFAST CONGOU @ 25 cents p. lb.

Ez "Highlander."
AT WHOLESALE PRICES.

200 kgs Fine American FURNISHING
NAILS, Nos 3 to 12.

25 " American SPIKES, 4 inches to
7 inches.

50 barrels Prime American Mess PORK.

60 " Philadelphia Extra BEEF.

200 " Finest Smoked ROSIN.

300 " CITY PITCH.

150 cases SPIRITS of TURPENTINE.

100 barrels Dried APPLES.

50 cases FLORIDA WATER.

50 barrels American TAR.

15 " LAMP BLACK.

50 cases American CLOCKS.

COTTON DUCK Canned BEEF, MUTTON, OYSTERS, LOBSTERS, CORN, TOMATOES, Canned BEEF, Condensed MILK, Tomato CATSUP, HANDSPIKES, OAKUM, ASH OARS, MAPLE, ASH, and White Pine PLANKS.

Ez "Abita" Canner.

Floridian COOKING STOVES,
STEAMERS and BRAILERS.

CORN BROOMS.

India Rubber KNEE BOOTS.

AGATE WARE, in every variety of Kitchen Utensils.

Charter Oak COOKING STOVES.

Spartan COOKING STOVES.

BOURBON WHISKY.

Ez Steamer *sid Suez Canal*.

Douglas' OFFICE CHAIRS.

Messrs GARDNER & Co's PERFORATED VENEER.

HIGH REVOLVING OFFICE CHAIRS.

ROCKING FOLDING CHAIRS.

DINING-ROOM CHAIRS.

LADIES' ROCKING CHAIRS.

The above we can highly recommend for office and domestic use, being admirably adapted to this climate.

Ez "Gleniffer."

CROUSE & BLACKWELL'S AND OTHER HOUSEHOLD STORES.

TEYSSONNAU'S DESSERT FRUITS.

SAVOY PATE.

GAME PATE.

POKE PATE.

OX PALATES.

HUNG (Hambo) BEEF.

HUNLEY & PALMER'S BISCUITS.

FRUITS for less.

SHERBET.

COCAOTINA.

VAN HOUTEN'S COCOA.

EPPE'S COCOA.

ROBINSON'S CHOCO.

GELATINE.

Russia OX-TONGUES.

French PLUMS.

PATE DE FOIE GRAS.

SARDINES.

ANCHOVIES.

Breakfast BACON.

ASPARAGUS.

MACCARONI.

VERMICELLI.

SAUSAGES.

MEATS.

SOUPS, &c., &c.

COPYING PRESSES.

EX AMERICAN MAIL.

Eastern and Californian CHEESE.

Boneless CODFISH.

Prime HAMS and BACON.

Russian CAVIARE.

Eagle Brand Condensed MILK.

PEACH, and APPLE BUTTER.

PICKLED OX-TONGUES.

Family PIG-PORK in legs and pieces.

Paragon MACKEREL in 5 lb cans.

Beau Ideal SALMON in 5 lb cans.

Cutting's Dessert FRUITS in 2½ lb cans.

Assorted Canned VEGETABLES.

Potted SAUSAGE and Sausage MEAT.

Stuffed PEPPERS.

Assorted PICKLES.

MINCEMEAT.

COMB HONEY in Original Frames.

Richardson & Robbin's Celebrated Potted MEATS.

" " LUNCH TONGUE.

Assorted American SYRUPS, for Sun-Drinks.

McCarty's Super LEMONADE.

Cream CHOWDER.

Codfish BALLS.

Green TURTLE in 2½ lb cans.

CALIFORNIA RACKER COMPANY'S BISCUITS in 5 lb tins, and loose.

Alphabetical BIS.

OUTS.

Fancy Sweet Mixed BISCUITS.

Ginger CAKES.

Soda BISCUITS.

Oyster BISCUITS.

Cracked WHEAT.

OATMEAL.

HOMINY.

CORNMEAL.

BUCKWHEAT FLOUR.

RYE MEAL.

SPECIALLY SELECTED CIGARS.

WINES, SPIRITS, BEER AND AERATED WATERS.

SHIPCHANDLERY of every Description.

RIGGING and SAIL-MAKING promptly executed.

Hongkong, September 24, 1881.

Mails.



MITSU BISHI MAIL STEAMSHIP COMPANY.

STEAM TO YOKOHAMA VIA KOBE AND INLAND SEA.

The S. S. *Niigata Maru*, Capt. Wynn, will be despatched as above on FRIDAY, the 14th October, at 4 p.m.

Cargo received on board and Parcels at the Office up to 2 p.m. of 15th October.

No Bill of Lading issued under \$2 Freight.

All Claims must be settled on board before delivery is taken, otherwise they will not be recognized.

RATES OF PASSAGE.

Cabin Steamer.

To KOBE, \$60 \$15

YOKOHAMA AND NAGASAKI, 75 20

SHANGHAI VIA YOKOHAMA, 120 40

KOBE, 95 30

A REDUCTION is made on RETURN CABIN PASSENGERS.

CARGO and PASSENGERS for Nagasaki will be transported to the Shanghai Mail Steamer at Kobe.

For further Particulars, apply at the Company's Offices, PRAYA CENTRAL, West Corner Pottinger Street.

H. J. H. TRIPP, Agent.

Hongkong, October 4, 1881. oc14

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH to NEW YORK, VIA OVERLAND RAILWAYS, and TOUCHING AT YOKOHAMA, and SAN FRANCISCO.

The U. S. Mail Steamship *CITY OF PEKING* will be despatched for San Francisco, via Yokohama, on SATURDAY, the 13th October, 1881, at 3 p.m., taking Passengers and Freight, for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all Trans-Atlantic lines of Steamers.

On prepaid RETURN PASSENGER TICKETS a REDUCTION of 25% is made.

Freight will be received on board until 4 p.m. on the 14th instant. Parcels Packages will be received in the office until 3 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Stated Envelopes, addressed to the Collector of Customs of San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.

F. E. FOSTER, Agent, Agency for China & Japan.

Hongkong, October 1, 1881. oc15

STEAM FOR SINGAPORE, BANGKOK, and COLOMBO.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

Hongkong, October 12, 1881. oc13

FOR SWATOW, AMOY AND TAMSUI.

The Steamship *Fokien*, Captain Amory, will be despatched for the above Ports TO-MORROW, the 13th instant, at 4 p.m.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

Hongkong, October 12, 1881. oc13

FOR SWATOW, AMOY AND TAIWANFOO.

The Steamship *Abby*, Capt. Lightwood, will be despatched for the above Ports on SATURDAY, the 15th Inst., at 4 p.m.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

Hongkong, October 12, 1881. oc15

FOR LONDON.

The 3/8 4.1.1. German Ship *Castor & Osceas* will load here for the above Port, and will have quick despatch.

For Freight, apply to DOUGLAS LAPRAIK & Co.

Hongkong, October 12, 1881. oc15

FOR SINGAPORE, BANGKOK, and COLOMBO.

The 3/8 4.1.1. German Ship *Castor & Osceas* will load here for the above Port, and will have quick despatch.

For Freight, apply to DOUGLAS LAPRAIK & Co.

Hongkong, October 12, 1881. oc15

FOR NEW YORK.

The American Ship *R. Robinson* will load here for the above Port, and will have quick despatch.

For Freight, apply to DOUGLAS LAPRAIK & Co.

Hongkong, October 12, 1881. oc15

FOR LONDON.

The 3/8 4.1.1. German Ship *Castor & Osceas* will load here for the above Port, and will have quick despatch.

For Freight, apply to DOUGLAS LAPRAIK & Co.

trying to transplant a London growth into this Colony. As a commercial venture it would never answer. It would be a failure. The cars proposed were entirely unsuited for a warm climate like that of Hongkong. His new objection to a double line running along there was room enough, and the two lines being run into one when there was a bridge, or where there was not room for the double line. But his opinion was that the street all through was too narrow for a double line of tramways. With regard to those parts of the street where it was plain that the street was too narrow, he thought the verandahs might be shifted back a bit. He thought it would be sufficient if sidings were made at No. 4 Station, at the City Hall; at Ice House Lane, and at the Cross Road. These places were more than the ordinary width. The narrowest place along the whole line was 27 ft. 3 in., opposite the Cricket Field. He did not agree with the evidence. Mr Leigh had given as to the respective merits of a double and a single line. He believed it would be safer to have sidings in fixed places than to have the double line, even with the possibility of crossing from one line to the other almost at any part of the line. In the one case the people would know where the cars might go from one side of the road to another. On the other scheme the crossing places would be fixed and well-known. Had been twenty years away from home now and had not been able to follow the question of the tramways at home very closely. Proceeding with the bill, the witness suggested several verbal alterations, which were adopted with regard to the gas and water and telegraph pipes. The witness proposed that those should all be laid at one side of the road, and that the Tramway Company should have nothing whatever to do with them. He believed if the Company had anything to do with the keeping of these property in repair there would be eternal grumbling and misunderstandings. If any accident occurred through the port not being properly laid which the Government undertook to repair in their Government would be responsible. Witness proposed the deletion of clauses 17 to 21 dealing with the point above-mentioned. With regard to the proposed Tramways, Nos. 5 and 6, the plans were inadequate and he had not been able to form any opinion with regard to them.

In answer to Mr Bellis, the witness said that if the road had to be raised throughout, in the formation of the Tramway, it would be a public benefit, and he could see no reason why it should not be paid for from the public funds.

After Mr Bowdler's evidence was finished, the Committee considered some small points in the Bill. The maximum rate for passengers was recommended to be increased from 20 cents and 10 cents, to 30 cents, 20 cents and 10 cents. Mr Ryrie made the suggestion, which Mr Deacon put as a formal proposition from the Company.

The meeting then adjourned till 10.30 to-morrow, when the proceedings will be conducted in private.

THE ADDRESS OF THE HONGKONG COMMUNITY ON PRESIDENT GARFIELD'S DEATH.

We have already mentioned that an address was being signed by residents of Hongkong, for the purpose of being presented to Colonel J. S. Mosby, U. S. Consul here, conveying the sympathy of this Community to Americans on the occasion of the lamented death of President Garfield. The address, which has been numerously signed, was forwarded the other day to the U. S. Consul, accompanied by the following letter:—

October 10th, 1881.
To Colonel J. S. Mosby, U. S. Consul, Hongkong.

My dear Sir,—I have been requested to forward to you the accompanying expression of sympathy and kindly feeling on the part of the British and other residents of Hongkong, towards the people of America in their present sorrow and affliction.

The letter has been signed by the members of the Legislative Council, and by every merchant, banker, professional man, and trade to whom it has been submitted, and may therefore be taken as the language of the whole Colony.

May I venture to express the fervent hope that out of this common sentiment, which we share at this time with the world at large, there may arise an increase of mutual esteem, an abundant interchange of good offices, and a close and lasting bond of union.

I am, Yours very truly,

GRANVILLE SHARP.

The Address is as follows:—

Colonel Mosby, United States Consul, &c., &c.

We the undersigned, residents of Hongkong, desire to convey to you, and through you to our American fellow Colonists, and to the people of the United States, our sincere condolence in the bereavement you have sustained by the lamentable and violent death, in the prime of life, of your late President.

Nations, like individuals, are called upon to pass through trial and perplexity; and it is at such a time that opportunity is afforded for the manifestation of that mutual interest and cordial sympathy which undoubtedly exist but do not find adequate expression in the ordinary intercourse of commercial and business life.

The loss of such an administrator as James Abram Garfield proved himself to be indeed to be deplored, and perhaps can only be correctly estimated by those who, with yourself, had the honour and privilege of his friendship. We trust, however, that your great nation will be strengthened not only to bear the calamity with calm dignity and resignation, but will continue to be animated with the spirit of self-reliant energy so characteristic of your countrymen, and of which the career of the late President was so eminent an example.

Consul Mosby has to-day sent the following appropriate reply:—

U. S. CONSULATE,

Hongkong, Oct. 12, 1881.

Granville Sharp, Esq.

My dear Sir,—I have received your letter of the 10th instant, with which you forward, on behalf of the citizens of Hongkong, an address expressing their sympathy with the people of the United States in the loss they have just sustained by the death of the President, and their admiration for his public character. I recognize among the signatures the names of men of various religions and nationalities. I am gratified to see this, for it is fit and becoming that one who dedicated his life to the cause of human liberty should receive the universal homage of the human race. This spontaneous offering has revealed that one touch of genius that makes the whole world kin. But the world is poor, and we must, in order to ensure the welfare of the human race, do more for the poor.

These remarks will suffice to demonstrate the utility of the arrangement with the Shanghai General Chamber of Commerce, which will take the initiative, and just now, in this matter, to keep it warm. Like Achilles when in bulk, he is about to strike his tent, but when he is wanted, he will, like him, do this.

Complainant was recalled, and he did not hold the glass in a threatening way, but lifted it up to drink, and then put it in the glass. He had bowed in the glass several times, but did not have the glass when he was arrested, filled with water, and then walked off. Witness had no idea as to what the quarrel was about.

Defendant made a statement similar to the evidence of last witness. He did not know what complainant was angry about, and when he struck him in the face, both men closed and fell. On rising complainant walked off. Witness had no idea as to what the quarrel was about.

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people of the United States. I thank you for the sentiments it contains. I am sure, that among the tributes which every clique will pay to the memory of the lamented dead, there will not be one more acceptable or more appropriate than yours; for of him it may truthfully be said,—

"Such graves as his are pilgrim shrines."

To no code or creed confined;

The Delphian values—the Palestines,

The Meccas of the mind."

I am, Sir, very truly yours,

JNO. S. MOSBY,

United States Consul.

THE PROPOSED SYSTEM OF METEOROLOGICAL REPORTS.

The following are the details of Father Dechevren's scheme as contained in a letter addressed to the Chairman of the Chamber of Commerce. The subject is one of such general interest and great influence to the shipping and commercial world that we gladly find room for the rev. father's letter:—

1.—Meteorological observations, as numerous as possible, will have to be made at sea in all directions. For this purpose the co-operation of the merchant vessels of Shanghai becomes necessary. On each of them will be kept a register of all observations taken at fixed hours during each voyage without any interruption, even on Sundays when the ship is in port. These observations will be taken according to a common plan, to be agreed upon with the Directors of the Observatory. They will be made as far as possible after each watch by the officer relieved. There will consequently be six in each 24 hours, and they will be equally distant from each other. They will include the Barometer, the Thermometer, wet and dry, the direction and force of the wind (0.12), the quantity of rain fallen, in short, the condition of the atmosphere and of the sea. As soon as the weather becomes threatening, and the force of the wind attains the figure five or six, observations should be taken as far as possible every hour or even more frequently.

Written in the first instance in a register, which will remain on board, the observations will be transcribed on the sheets prepared for the purpose, and will be, after the arrival of the vessel in Shanghai, transmitted to the Observatory. In the event of a severe storm—typhoon, for instance—the Captain would be requested, should he not be returning to Shanghai for some time, to forward his observations through the post. It is exceedingly desirable that all the vessels should receive instruments of the same kind, and that they should be carefully compared before use. The barometers, thermometers, and hydrometers recommended by the Meteorological Office in London are very well adapted for our purposes. At all events, Aneroid barometers must be absolutely rejected as instruments for serious observations.

With observations taken on board the ships many facts, interesting from every point of view, may easily be studied, but such observations call for observations taken at fixed hours. An understanding must be arrived at between the Chamber of Commerce and the Inspector-General of Customs in order that the co-operation of all the observers in the Custom Service at the ports and lighthouses on the China coast may be assured to the Director of the Observatory. There again, observations should be taken on a uniform plan. As far as possible the same hours and instruments should be adopted for the ports and lighthouses as for the ships.

In any case, whether at moveable or fixed stations, not less than three observations, equally distant from each other, shall be taken in each day of 24 hours. The observations from ports and lighthouses would be forwarded to the Observatory monthly.

This, then, is the basis on which the Director of the Observatory will work at leisure. The general and special results of his investigations will be published and addressed to all his coadjutors, who will thus become gradually acquainted with these observations and with the facilities as well as the difficulties ships are likely to meet with there—a result which would be more easily arrived at if notes were made in the daily log of each vessel of the various marine currents. So much for the first object to be pursued.

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The general and special results of his investigations will be published and addressed to all his coadjutors, who will thus become gradually acquainted with these observations and with the facilities as well as the difficulties ships are likely to meet with there—a result which would be more easily arrived at if notes were made in the daily log of each vessel of the various marine currents. So much for the first object to be pursued.

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Intimations.

THE CHINA REVIEW.

The widely-expressed regret at the discontinuance of *Notes & Queries on China and Japan*, has induced the publishers of this journal to issue a publication similar in object and style, but slightly modified in certain details.

The *China Review*, or *Notes and Queries on the Far East*, is issued at intervals of two months, each number containing about 60 octavo pages, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justify, such extra matter.

The subscription is fixed at \$6.50 postage paid, per annum, payable by non-residents in Hongkong half-yearly in advance.

The publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manners and Customs, Natural History, Religion, &c., &c., of China, Japan, Mongolia, Tibet, the Eastern Archipelago and the "Far East" generally. A more detailed list of subjects upon which contributions are especially invited is incorporated with each number. Original contributions in Chinese, Latin, French, German, English, Italian or Portuguese, are admissible. Endeavours are made to present a résumé in each number of the contents of the most recent works bearing on Chinese matters. Great attention is also paid to the Review department.

Notes and Replies are classified together as "Notes" (head references being given, when furnished, to previous Notes or Queries), as are also those queries which, though asking for information, furnish new or unpublished details concerning the matter in hand. It is desirable to make the Queries proper as brief and as much to the point as possible.

The *China Review* for July and August, 1875, is at hand. It says that forty-two essays were sent in to compete for the best paper on the advantages of Christianity for the development of a State. All our learned societies should subscribe to this scholarly and enterprising repository of what scholars are ascertaining about China. The last lecture on Chinese Poetry in this volume is alone worth the price of the Review. Address *China Review*, Hongkong—Northern Christian Advertiser, (U.S.A.).

Trinity Oriental Record contains the following notice of the *China Review*—“This is the title of a publication, the first number of which has lately reached us from Hongkong, where it has been set on foot as in some respects a continuation of *Notes and Queries on China and Japan*, the extinction of which useful serial a year or two ago has been much regretted in Europe as well as in China. The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, somewhat similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and missionary body, among whom a high degree of Chinese scholarship is now astonishingly cultivated, and who are generally represented in the first number of the *Review* by papers highly creditable to their respective authors. In a paper on Dr. Legge's *She King*, by the Rev. E. J. Eitel, to which the place of honour is deservedly given, an excellent summary is presented of the chronological problems and arguments involved in connexion with this important work. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. O. Bowes, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the *Review*, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to form a part of the publication. The *Review* is intended to appear every two months, and will form a substantial octavo magazine.

THE CHINESE MAIL.

This paper is now issued every day. The subscription is fixed at Four Dollars per annum delivered in Hongkong, or Seven Dollars Fifty Cents including postage to Coast ports.

It is the first Chinese Newspaper issued under purely native direction. The chief support of the paper is of course derived from the native community, among whom are to be found the gentry and securities necessary to guarantee and secure the necessary to print it on the best and legal footing.

The projectors basing their estimates upon the most reliable information from the various Ports in China and Japan—Australia, California, Singapore, Penang, Siam, and other places frequented by the Chinese—consider themselves justified in guaranteeing an ultimate circulation of between 3,000 and 4,000 copies. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. It is on the one hand commands Chinese belief and interest while on the other it deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for either of the above may be sent to

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Visitors' Column.

Hongkong Rates of Postage.

(Revised July 1st, 1881.)

In the following Statements and Tables the Rates are given in cents and are, for Letters, per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets or papers may be sent at Book Rate. Two Newspapers must not be folded together, except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though written by hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

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Countries of the Postal Union.

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There is no charge on redirected correspondence within the Postal Union.

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Hawaiian Kingdom:—

Letters, 10 cents.

Registration, None.

Newspapers, 2* cents.

Books & Patterns, 5* cents.

West Indies (Non-Union), Bolivia

Costa Rica, Nicaragua.

Letters, 30 cents.

Registration, None.

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Peru, via Callao, Letters, 10; Registration, 10; Newspapers, 5; Books and Patterns, 5.

Argentina, Uruguay, and Paraguay, via Montevideo, Letters, 10; Registration, 10; Newspapers, 5; Books and Patterns, 5.

Bolivia, via Rio Grande, Letters, 10; Registration, 10; Newspapers, 5; Books and Patterns, 5.

Uruguay, via Rio Grande, Letters, 10; Registration, 10; Newspapers, 5; Books and Patterns, 5.

Paraguay, via Rio Grande, Letters, 10; Registration, 10; Newspapers, 5; Books and Patterns, 5.

Central America, via Panama, Letters, 10; Registration, 10; Newspapers, 5; Books and Patterns, 5.

Costa Rica, via Panama, Letters, 10; Registration, 10; Newspapers, 5; Books and Patterns, 5.

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Mexico, via Panama, Letters, 10; Registration, 10; Newspapers, 5; Books and Patterns, 5.

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